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TELLS WHY HE ABANDONED TRIP

Wellman Places All Blame On Equilibrator

May Make Another Attempt To Cross Atlantic In Balloon
If Something Is Invented To Keep Dirigible Steady—
Aeronauts Get Tame Reception On Arrival In New
York—Jack Irwin And Captain Down Tell Of Rescue
At Sea

New York, Oct. 20.—The steamship Trent arrived here, having on board Walter Wellman and his five companions who were rescued at sea from the dirigible balloon America, about 375 miles east of Norfolk, Va., while attempting to fly from Atlantic City to Europe. Mr. Wellman, still wearing his khaki aviation clothes which he had on when sailing from Atlantic City, showed no ill effects of the voyage, nor did his companions, other than that Wellman was pale and carried one arm in a sling owing to an injury to the little finger of his right hand.

After Wellman and party had greeted Mrs. Wellman and four daughters, Mrs. Vaniman and Mrs. Loud, who is the aged mother of Mrs. Vaniman and of Engineer Albert Louis Loud of the America's crew, the newspaper men worked their way to Mr. Wellman's side when the photographers had done with him to ask the skipper of the dirigible the reasons for the abandonment of the dirigible and the consequent failure of the voyage.

Denies Gas Bag Leaked.
Mr. Wellman surprised his interviewers by stating that the airship had met with no serious engine troubles, and that the escape of gas from the bag was negligible.

In the wireless statements signed by Wellman and received here after the rescue, and in conversations with Captain Down and passengers on the Trent, Mr. Wellman was quoted as saying that the dirigible had met with mishaps so serious that the balloon, when sighted by the Trent, could have remained above the sea only a few hours longer, and that her machinery had gone awry.

"When did you first begin to notice that the leakage of gas was serious?" Wellman was asked. "The gas did not escape to any appreciable extent," the aeronaut answered.

"What caused your engines to break down?" "They didn't," replied Wellman. "The airship when we abandoned her was practically in as good condition as when we started out from Atlantic City. So far as the America was concerned we could have continued on the journey."

"Then why was the trip given up?" "The equilibrator was our great trouble," Wellman explained. "Before starting out we were of the opinion that no dirigible could reach Europe without an equilibrator. Now we know that a dirigible can not get there with an equilibrator. The equilibrator, which being partly formed of small tanks of gasoline arranged in links and trailing as a tail down into the ocean was the very cause of our being compelled to throw overboard some of our gasoline on Sunday night and Monday morning. Wellman and Irwin said, that the dirigible decided that Europe was an objective point now was out of the question, because of the compulsory loss of fuel.

Reception Is Quiet.
The quiet reception to Wellman and crew down the bay by two tugs filled with relatives and newspaper men was in strong contrast to the noisy greeting to Dr. Cook over a year ago. There were no reception boats other than the two tugs and no bands, and the noise all came from the passengers of the Trent, who gave three cheers for Mr. Wellman, three for his wife and the other

relatives of the party and three for the new-christened cat, Trent, when the gray ball of fluff was carried to the port rail by Mr. Vaniman.

While Mr. Wellman was greeting his wife and daughters from the rail where he and his men were lined up, all in khaki, as the tugs and the revenue cutter tug Hudson drew up to the Trent, Jack Irwin, a former British soldier, but since last Saturday morning the wireless operator of the America, began the recital of the day and night adventures of the America.

"We were all as happy as six little gods," Irwin began, as he sat astride a rail of the ship. His bronzed face took on a pleasurable grin, however, as he added, "but when the Trent came in sight and got our distress signals believe me or not, she just loomed up like the Singer building."

"Nobody felt any fear even when things were going their worst," Irwin continued. "We quit all right, but we quit only because we were running out of gasoline. The equilibrator, holding us back like a brake, made us throw out the gasoline. All day Saturday, or from the minute we started out from Atlantic City almost, we were over our heads in as thick a fog as I want to see and a good deal thicker. We didn't have any promenade decks, of course, but we were comfortable enough, and we even had two hot meals of regular bacon and eggs."

Cooked in Lifeboat.
"I was the cook and my range was a small gasoline stove rigged up in the lifeboat, beneath the car. Those two meals of bacon and eggs and coffee were pretty good, especially when eaten some place in a dark, cold fog. But after the first hours we had to give up real meals like that, because we were too busy trying to take care of ourselves. We did have a few chances later—three times, I think it was—to heat some coffee."

"We seemed to be going along in the right direction on Saturday and Sunday, and as Sunday morning dawned the wind was working around back of us to help us along. On Sunday night, Mr. Wellman and Vaniman decided it was time to find ourselves, and so Simons began to take observations."

"We found after dusk Sunday night that we were well off the Long Island coast and still heading east by north. But the wind helped us only for a little while. For, while on Sunday it had kept us working to keep off shore, when observations Sunday night showed us that we were about 40 miles east by north of Nantucket, the wind began to come out of the north and started our troubles."

It was during the long drift on Sunday night and Monday morning, Wellman and Irwin said, that the dirigible decided that Europe was an objective point now was out of the question, because of the compulsory loss of fuel.

Headed For Azores.
"So we decided to head for the Azores," Irwin resumed. "But we got buffeted some more just after we decided on the Azores, so we changed our plans again to try for the Bermudas. All day Monday we worked so hard dropping gasoline overboard and trying to make the balloon behave that after another council everybody was too tired to care much for anything except to try to get some sleep in the lifeboat, which served as a bunk and smoking room as well as a kitchen. But we didn't get much sleep."

Captain Down of the Trent gave a

American Girl's Husband Is Pretender to Portugal's Throne



The Duke of Vizeu evidently has visions of occupying the throne of Portugal with his wife, who was Anita Stewart of New York, sitting beside him as queen. Vizeu—perhaps better known as Prince Miguel of Braganza—is the eldest son and heir of the Duke of Braganza, the pretender to the Portuguese throne. The reign of the Braganza family in Portugal began in 1641, when the Duke of Braganza, after leading a successful revolution against the rule of Spain, became King John IV. The dynasty continued until 1807, when Napoleon invaded Portugal, declared that the Braganza family no longer existed and annexed the country to France. Since that time the head of the Braganza family has been called the pretender and of late years has been cared for by Austria. Prince Miguel and Miss Stewart were married in Scotland on Sept. 15, 1909. She is the daughter and one of two children of William Rinkelander Stewart, a wealthy and public spirited citizen of New York, and Mrs. James Henry Smith. She made her social debut during the winter of 1904-5, and James Henry Smith, better known as "Silent Smith," the multimillionaire bachelor, gave her a grand ball at his Fifth avenue home, formerly the residence of William C. Whitney. Mr. and Mrs. Stewart separated about that time, and two years later the wife secured a South Dakota divorce. She went abroad immediately and there married James Henry Smith. On March 28, 1907, Mr. Smith died in Japan while he was en route to New York with Mrs. Smith and Miss Stewart. Mr. Smith's fortune was estimated at nearly \$100,000,000. Of this amount his widow inherited under the will only about \$3,000,000, while Miss Stewart received only the life interest at 4 per cent on bonds valued at \$402,004.

graphic account of the rescue of the America's party. When informed by wireless that it would be impossible to launch the dirigible's lifeboat, he set every man of his crew to maneuvering to catch the lines thrown from the balloon. Sometimes he sent the Trent full speed astern to keep out of the way of the car and then would put about and close in on the America with all the power he could get up. After a time both parties saw it would be impossible to make the balloon fast to the ship, and Wellman announced by wireless that they would launch the lifeboat, and asked the Trent to stand by to render assistance in an emergency. When the crew were all in the boat Vaniman pulled the cord to release the gas from the bag and the balloon began to settle toward the water. When within a desirable distance of the water, the boat was cut loose. It plumped into the water, careened and then righted itself. After considerable maneuvering the entire party was landed safely on the Trent.

LABORER IS KILLED

Niles, O., Oct. 20.—James Gifford, 50, structural iron worker, fell 60 feet, his neck coming across the edge of a plank, breaking it by the impact. Death was instantaneous.

Name Monsarrat's Successor.
Columbus, O., Oct. 20.—It was announced here that at a meeting of directors of the Kanawha & Michigan railway, held in New York, Frederick N. Sheldon, chief engineer and assistant to the president of the Hocking Valley railway, was elected president of the K. & M. He succeeds the late Nicholas Monsarrat.

Finley Files Report.
Columbus, Oct. 20.—State Oil Inspector Finley rendered his first full quarterly report to the auditor of state. The report covers the months of July, August and September. The net revenues of the department for the quarter ending Sept. 30, 1909, were \$14,700.61.

STEAMER PICKS UP AERONAUTS

Wellman's Dirigible Abandoned
to Its Fate.

WIRELESS IMPORTANT FACTOR

Attempt to Cross Atlantic In Balloon
Falls When Gas Escapes From Bag
In Large Quantities—Great Danger
Attends Launching of Lifeboat and
Transfer to Vessel—Crew None the
Worse For Adventure—New Record
Is Established.

New York, Oct. 19.—Somewhere on the Atlantic ocean the dirigible balloon America is drifting to a watery grave, while Walter Wellman and his five companions who sailed from Atlantic City Saturday in an attempt to fly to Europe are nearing this city aboard the Royal Mail Packet company's steamship Trent, Captain C. E. Downs, by which they were picked up at a point about 250 miles northwest of Bermuda and 375 miles east of Norfolk, Va. They will reach New York some time this afternoon.

The America, after a record flight for dirigibles of about 70 hours, was sighted close to the water in distress and was abandoned by Wellman and his crew, all of whom sought safety aboard the Trent, with the help of the dirigible's lifeboat.

The message announcing the rescue of the aeronauts reached the United Wireless station here and was addressed to Sanderson & Son and signed by Captain Downs of the Trent. The message said:

"At 5 a. m. today sighted Wellman's airship America in distress. Signaled by Morse code that he required assistance and help. After three hours' maneuvering and fresh winds blowing, got Wellman with his entire crew and cat. Were hauled safely on board. All are well. The America was abandoned in latitude 35-43 north, longitude 68-18 west."

"DOWN, Master."
On the heels of the first fragmentary news came a wireless message from the Trent explaining that the serious troubles of the airship crew began when Wellman and the crew noticed that so much gas was escaping from the big bag that the America was settling toward the waves. To keep from dropping into the water it was necessary to throw out tank after tank of gasoline, which left the airship without fuel for the engines.

Shortly afterward a message was received by the Marconi company in New York, signed by Jack Irwin, the wireless operator, who sailed with Wellman aboard the dirigible. This second message, which shows that Irwin was as anxious about his wireless apparatus as the rest had been about the cat, read:

"Rescued by Trent. All well. Instruments saved. Arrange to meet ship tomorrow and take instruments over. Wireless played important part in rescue."

Later the following story of the rescue was sent by Wireless Operator Gunsburg of the Trent:

Tells of Rescue.
"The airship America was sighted at 4:30 a. m. and wireless communication between the Trent and the airship was begun immediately. In abandoning their craft the crew of the America lowered themselves into their lifeboat, which swung beneath the gas bag. Wellman and his companions cast off in the lifeboat and were afloat on the waves."

"Daylight was rapidly approaching when the airship and the steamer came in sight of each other. By wireless the America asked the steamer to follow in the wake of the airship. The America was then drifting above the waves at a speed of 12 miles an hour. The Trent hove to upon sighting the airship and spent three hours in all maneuvering and picking up Wellman, Vaniman and their assistants."

"A conference was held between Wellman and his companions aboard the America as to the best means of getting from the framework of the airship to the deck of the Trent. The best means, it was decided, was to launch the America's lifeboat. Much danger attended the launching and a great deal of time was consumed owing to the possibility of the lifeboat being upset any moment by the long equilibrators of the balloon—a string of small tanks of gasoline hanging in links from the America and trailing in the waves."

"After careful preparations the lifeboat was launched. While the launching was under way the brisk wind caused the equilibrator to sway violently and to strike Operator Jack Irwin and Louis Loud, one of the assistant engineers, as they were low-

ering themselves. They were seriously injured. The equilibrator at one time swung against the frail lifeboat of canvas and mahogany veneer violently enough to knock a hole in the side of the lifeboat. The hole was too small to cause serious trouble.

"Upon being free of the weight of the crew, the airship immediately shot skyward as the lifeboat was taking the water. The sea that was running at the time was moderate and the aeronauts had very little difficulty in reaching the Trent and

boarding that steamship. At 7:30 a. m., three hours after the steamship had sighted the America, and within a few minutes of 7 1/2 hours from the time the airship had left the Atlantic City beach, Wellman, his companions and the lifeboat were hauled aboard the Trent. The balloon, now a speck in the sky, was left to the winds, to founder in the Atlantic when her gas has escaped.

"None of the aeronauts was found to have suffered seriously from his adventures. Wireless telegraphy, which first helped in lifesaving at sea when the steamship Republic suffered a collision a year ago last winter, this morning for the first time played an important part in an aeronautical rescue. During the earliest hours the Morse lamp signaling also was brought into play in communicating between the America and the Trent, the signals leading to the rescue being exchanged by the lamp method."

Although Wellman had been blown far from his course by the winds that began to come out of the northwest Sunday, thereby making his announced plans futile, the flight establishes a world's record for dirigibles. The previous record for dirigibles was held by Count Zeppelin, who last year flew from Dusseldorf to Bitterfeld and return, a total distance of 840 miles, in 38 hours. The record for time and distance of a non-dirigible balloon was made in a flight about eight years ago from England to the center of Russia, a distance of 1,112 miles, in 72 hours, which is only a shade over the America's flight so far as time is concerned.

When it became known that the Wellman party had been found so far south of the general location to the east of Sable Island, where everyone supposed the America to be, doubts were immediately expressed about the correctness of the earlier supposition that Wellman was off Nantucket sound Sunday at noon, suppositions which were formed upon receipt of wireless information.

Description of Dirigible.
The America was 228 feet long. Her lifting power was 23,650 pounds. The envelope, made of two layers of silk and one of cotton, gummed together, weighed two tons.

The balloon was of the familiar cigar-shaped design, made rigid by its long car of steel tubing. She carried three gasoline engines, two of from 80 to 90 horsepower for propulsion, and a denkey engine of from 10 to 12 horsepower.

Below the car hung the lifeboat, made of canvas with a veneer of mahogany, and provided with two watertight compartments. The distinguishing characteristic of the America was the long tail, or equilibrator, formed of links of small gasoline tanks. This tail by trailing in the water prevented the airship from sailing too high when properly ballasted and from dropping down and striking the waves at night.

Ready to Try Again.

Atlantic City, Oct. 19.—Another attempt will be made to cross the Atlantic ocean in a dirigible balloon next year, according to wireless message received by President Joseph Salus of the Wellman syndicate. The message came from Chief Engineer Vaniman of the America, in answer to a query sent by Salus as to whether arrangements should be started for a new balloon transatlantic trip. "I believe if we had the thing to do over again it would prove a success," said Vaniman's message.

BREAKS NECK STILL LIVES

Cincinnati, O., Oct. 20.—Despite the fact that he suffered a broken neck at the Mitchell furniture factory, Harry Kyle, 28, is still alive.

Lones Life In Elevator.
Shelby, O., Oct. 20.—William A. Fromme, 55, was crushed fatally in an elevator shaft at the factory of the Shelby Electrical company.

Five Hurt In Wreck.
Norwalk, O., Oct. 20.—In a collision between a Lake Shore Electric wreck train and a city car, five persons were seriously hurt.

RICHIE, CLEVER TWIRLER

Has Done Good Sisb Work
For the Chicago Cubs.



Photo by American Press Association.

SNOW IN WEST; RAIN IN EAST

Storms Expected to Meet In
Middle States.

HURRICANE LOSES ITS FORCE

Is Now Central In the Vicinity of
Charleston, S. C.—Mantle of White
Covers Colorado to Depth of 10 to
15 Feet, Causing General Tieup on
Traffic Lines—Drop in Tempera-
ture to Follow the Passing of the
Storms.

Washington, Oct. 20.—Slowly moving up the coast, the tropical storm is now central near Charleston, South Carolina. The storm has apparently lost some of its energy, although still very severe. The rain has advanced ahead of the storm and it is now raining in the coast states as far north as Pennsylvania. It is probable that this storm will combine with another disturbance which is advancing from the west and cause dangerous gales in the middle and north Atlantic states by tonight. Following in the wake of the western storm is a cold high area of considerable magnitude, accompanied by the coldest weather of the present season over the entire northwest.

MERCURY TAKES DROP

Cold Throughout West, However, Is
Not Severe as Yet.

Omaha, Neb., Oct. 20.—Sweeping eastward over the transmissouri country is the first snowstorm of the season, which will reach the central portion of the country today. Railroad traffic is tied up in Wyoming and Colorado and snow plows have been ordered out for the first time this season.

Temperatures are not, however, very low, and there will be no suffering from the cold. A drop of 20 degrees in Omaha was registered, and a further fall is forecast.

In Wyoming snow and sleet extend from Cheyenne to the western boundaries of the state. All railroad traffic is being interfered with in that territory. The Moffatt line in Colorado is struggling with from 10 to 15 feet of snow, and no trains will run on that line for several days.

Missed Isle of Pines.

Havana, Oct. 20.—Contrary to expectations, the hurricane did no damage on the Isle of Pines beyond blowing the fruit from the orange and lemon trees. Reports of the loss of life in the province of Pinar del Rio were exaggerated. Not more than 17 were killed. Most of the tobacco barns in the province were blown down. All the overdue steamers have arrived safely.

Four Steamers Overdue.

New Orleans, Oct. 20.—Four steamers on the way to New Orleans have not been heard from. They are the Crown Prince, the Bluefields, the Elmar and the Marietta di Gorgio. Fears for the safety of the Crown Prince are entertained, as the boat was in the very thick of the gulf storm. The Meteor of the Central American Steamship company has reached here.